

CONSPIRACY EVIDENCE MUST BE PRINTED

PASSENGERS OUT OF BUS JUST IN TIME

Bus Discharged Occupants At Gates of Factory As Train Came Along

DRIVER ROSENBERG LEAPS TO SAFETY

Car Stalled On Track As Waterbury Train For Winsted Approached

A C. R. & L. Lines bus which had discharged its passengers only a moment before was badly damaged when struck by a New Haven railroad train at the entrance to the Chase Metal Works plant in Waterville a few minutes before 6:30 o'clock this morning. The driver of the bus, Nathan Rosenberg, jumped to safety just before the train, enroute from Waterbury to Winsted, crashed into the vehicle. The bus was one of three which had brought workers to the Chase Metal Works plant. The passengers had been discharged and the buses turned around and were preparing to proceed back toward Waterbury.

Rosenberg's bus was the second in the line of three, and he was forced to halt when the drifted snow forced the bus ahead to a stop. He managed to get the front portion of the bus away from the railroad track as he heard the train approaching.

Driver Saves Himself

As the train bore down on the stalled vehicle, Rosenberg continued his frantic efforts to secure enough traction to pull ahead a few feet. His was unsuccessful and, as the train was only a short distance away, he jumped to safety. The train hit the rear end of the bus and crushed it. The badly damaged vehicle was towed back to the C. R. & L. garage on West Main street.

The engine of the train was Leroy Patchin, of Bridgeport. The conductor was R. Lane, of West Haven.

Motor Patrolman John Driscoll was at the scene shortly after the accident and made a report to police headquarters. A further police investigation was delayed, pending a study of the right to make a probe of a mishap occurring on private property.

TAX CLERK CASE GOES TO TUESDAY

Juror Nickerson of Seymour Still Ill — Judge McEvoy Adjourns Case

Trial of the case of Miss Mary Cavanaugh, clerk in the office of former Tax Collector William A. Ennis, charged with embezzlement will not be resumed until next Tuesday. Judge Frank P. McEvoy, the presiding juror, made this decision late yesterday afternoon when word was received that Omar Nickerson of Seymour, one of the jurors, who was unable to attend yesterday's session would be confined to his home over the week end.

Even if Juror Nickerson had been able to attend a court session today there is no doubt but that the trial would have to be postponed anyway due to the blizzard.

Clerk George H. Freeman of the superior court announced at the opening of court yesterday that he had received word that Mr. Nickerson was indisposed and would not be able to take his seat on the jury. Judge McEvoy on receiving the news concerning the juror adjourned court until 10 o'clock this morning.

The present setup of the Cavanaugh trial, insofar as the jury is concerned, is most unusual. It was agreed, upon the suggestion of Judge McEvoy that two alternate jurors should be selected as was the case in the Waterbury conspiracy trial. The procedure of selecting alternates is unusual in Connecticut courts but the time involved in the trial of the conspiracy trial and the present embezzlement case were taken into consideration by

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THE WORLD WAR 25 YEARS AGO, FEB. 15, 1915

(By United Press)

First Canadian division arrived in France; billeted east of Hazeuch.

German army captured Bialik 23 Poles, Poland.

Austrians captured Nadworna, Bukovina.



CITY BATTLES "THE BLIZZARD OF 1940"

It's a lone "shot" photographically speaking, but as the modern day disciples of Confucius might say, "It tells a whole of a story." You're looking south on Bank Street, folks, but it's only an idea how little Old Waterbury looked this morning when the sun peeking over Pine Hill viewed the work of the worst storm of the season and in several years. Traffic was seriously crippled and hundreds of shop hands and office workers checked in late this morning.

Third Term Bugaboo Is Cause Of Another Split

Senator Ellison D. (Cotton Ed) Smith Says He Will Bolt His Party, If They Again Nominate President Roosevelt

BY LYLE C. WILSON
(United Press Staff Correspondent)

Washington, Feb. 15.—(UP)—Democratic third term controversy erupted today with a southern senator's charge that President Roosevelt was demoralizing the party in an effort to obtain re-nomination.

Sen. Ellison D. (Cotton Ed) Smith, D., S. C., made that complaint and announced his intention to bolt if Mr. Roosevelt is nominated again.

Republicans, meanwhile, arranged for tomorrow's national committee meeting at which party leaders expect to name the place and date of the party nominating convention. Hope of postponing the convention until after the Democrats meet virtually was abandoned. There is talk of a convention sometime between June 16 and July 4.

Smith, dean of the senate and a picturesque figure in that body since 1909, took a walk from the 1936 Democratic National Convention in protest against the appearance of a negro preacher on the platform.

"If the present incumbent is re-nominated I will walk out and stay out," Smith told Capitol questioners. "President Roosevelt is demoralizing everyone else in the democratic crowd. He hopes by his silence on a third term to prevent the Democrats from drafting him. I'll vote for any Democrat who will respect the constitution."

Cannot Smoke Him Out

There is little more prospect, however, that Mr. Roosevelt will be moved from his refusal to be smoked out on his intentions than that National Committee Chairman James A. Farley will fix the date of the Democratic nominating convention before the Republicans.

Chicago and Philadelphia were most discussed today as Republican convention cities. There was word of a \$250,000 fund drive in Philadelphia. Chicago reported its bid would be a "reasonable guarantee." Chicago's "reasonable guarantee" strategy plus its geographical situation defeated Philadelphia for the democratic convention. In advancing Chicago's democratic claim it was asserted by the city's representatives that the Republican convention would be held in a city where there is little more prospect, however, that Mr. Roosevelt will be moved from his refusal to be smoked out on his intentions than that National Committee Chairman James A. Farley will fix the date of the Democratic nominating convention before the Republicans.

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"Red Shirt" Leader Opposed To "Political Priestcraft"

Concord, Mass., Feb. 15.—(UP)—Edward Holton James, 63, leader of an organization of "Red Shirts" opposing "political priestcraft," has offered to tell the Dies committee investigating un-American activities all about his movement.

Informed last night that George Hurley, Dies committee investigator, had gone to Cambridge and that he might summon some editors of the Harvard undergraduate newspaper "Crimson" to Washington to tell about the organization which the Crimson had described as the "anti-Catholic Red Shirts," James said:

"We're a small group of people who are not anti-Catholic nor opposed to any religious group or religion. That's right in our platform. We do wear red shirts as a picturesque touch, but we only wear them at meetings and that is entirely optional."

He calls it the Yankee-American Union organization. Its platform, he said, calls for a "centralized government, national schools and a national police force."

"It may take a revolution, peace-

Supreme Court Of Errors Rules Against Defendants

Waterbury Digging Out From Snowdrifts

Worst Blizzard In Years Swamped Transportation; Twelve Inches of Snow Reported to Have Fallen In Twenty-Four Hours

Snow in drifts ranging to more than six feet high confronted Waterbury today as the city began to dig its way out of the worst blizzard in years. Under a warm sun that mocked the driving snow and gale winds of only a few hours before, hundreds of workers sought to restore normalcy after the heaviest snow since the Washington's Birthday blizzard of 1934 and the strongest winds since the hurricane of September, 1938.

Twelve inches of snow fell in the city proper during the 24 hours that the storm raged. Outlying sections recorded falls of 18 inches and more. The raging wind piled the snow into insurmountable drifts in many places, and stranded automobiles by the score gave mute testimony to the blizzard's fury.

Transportation companies were struggling to restore schedules to normal today but were experiencing a great deal of trouble, with stalled cars and deep drifts hampering their work. Electric light and telephone service escaped serious interruption though emergency crews stood in readiness all night.

Schools Closed

Public and parochial grammar schools were closed for the day. High schools were in session, but there were hundreds of absentees as parents refused to allow their children to fight their way to classes. Many factory and office employees, particularly those living in outlying sections, were unable to get to work. Hundreds had to struggle to walk through the snow, as roads were impassable and buses either unable to follow their complete routes or ran considerably behind schedule.

Supt. Herbert Scott-Smith of the street department personally directed emergency crews engaged in plowing and clearing streets. A dozen extra trucks were pressed into

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Storm Batters East In 24-Hour Fierce Drive

Most of Country Buried Under Three to Twenty Inches of Snow—Heavy Toll of Lives — Property Damage Will Reach Into Millions

(By United Press)

A storm which for almost 24 hours battered the eastern seaboard from North Carolina to Ontario and left most of it buried under three to 20 inches of snow moved oceanward today after taking a heavy toll of lives and causing property damage estimated in the millions.

The forecast was for clearing skies and colder weather, dissipating for the moment fears of devastating floods which would be certain to follow a sudden thaw.

The storm, originating in the southwest, produced the paradox of violent northeasterly gales which lashed the stricken area at velocities ranging from 30 to 80 miles an hour.

Scores of small boats were pounded to pieces at their moorings, many larger vessels were in distress at sea, and highways in a half a dozen states were blocked, thousands of persons—many of them school children—were marooned all night, snowed out of service to scores of communities was disrupted at the height of the storm, and gale-lashed fires caused inestimable damage.

Record of Deaths

The storm took at least five lives in Pennsylvania, four in Ohio, four in New York City, two in upstate New York, and five in New England.

Perhaps the worst damage was in New England where coastal shipping suffered, and five major fires were reported. In snowbound southern New England alone the damage was estimated at more than \$1,000,000.

Snowfall ranged from 6 to 14 inches and was confined mostly to Connecticut, Massachusetts, and Rhode Island, a wind shift causing the storm to miss Vermont and New Hampshire and to touch Maine only lightly.

Rhode Island was the hardest hit. A gale-churned sea pounded the coast from Watch Hill to Narragansett where combers rolled far inland. Scores of small boats were smashed and at least two of many

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CONNECTICUT IS FAST DIGGING OUT

Worst Snowstorm That Struck State In Years; Gales Made Blow Harder

Hartford, Conn., Feb. 15.—(UP)—Connecticut fought its way from under one of the worst snowstorms in years today and transportation facilities were severely hit by huge drifts piled up by a 50-miles-an-hour gale that relentlessly swept the state throughout the night. U. S. weather bureau announced an average snowfall depth of 10.2 inches at Hartford.

The wind, at times, was so strong that people were toppled in the streets and hundreds of automobiles were marooned along the highways after being battered for hours.

Schools generally were closed, bus service was suspended in most sections, the \$25,000,000 Merritt Park way through Fairfield county to the New York state line was inoperative and northbound trains were running as much as an hour and one-half behind schedule.

Air travel had been grounded since the start of the storm yesterday morning.

8 Injunctive to a Foot

The unexpected driving storm brought a snowfall ranging from eight inches to a foot and drifts that piled from three to five feet high.

The forecast was for clearing weather, colder temperatures and quick relief from the blizzard which compared with the Thanksgiving day storm of 1938.

State plows and a crew of 1800

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NEW ENGLAND IS RAVAGED BY STORM

Thousands of Abandoned Autos Still Black Highways In Many Sections

Boston, Feb. 15.—(UP)—New Englanders began digging out today after a ravaging nor'-east blizzard whipped out to sea, leaving at least six dead, thousands of travelers marooned and damage of perhaps \$1,000,000 in southern sections.

Falls and highway transportation was crippled, scores of boats were smashed and several lost. Air travel was at a standstill. Thousands of abandoned automobiles still blocked highways at mid-morning as skies cleared and the sun appeared.

It was the worst storm since January 20, 1938, when 10 persons died in a blizzard accompanied by a 50-mile gale.

One ship, the freighter Sunflower, sank during last night's 75-mile gale at her mooring at Jamestown, R. I. Her crew of four reached shore safely through towering breakers.

At Cape Elizabeth, Me., Charles Kenniston, 32, and Frank E. Doggett, 47, both of Portland, were rescued by coast guards from the disabled trawler Pinta which was lost later when a towline broke.

Fires as Blizzard Rages

Five multiple-alarm fires were fought at the height of the blizzard. A majority of the 12,500 spectators at Sonja Henie's ice revue were stranded overnight in Boston Garden. Thousands were marooned for hours in street cars and buses.

State police reported that the only road open to western Massachusetts was route 20 from Moncton to Pittsfield.

Boston & Albany railroad trains between Boston and Albany, N. Y., were running two hours behind schedule.

It was reported that two large buses, filled with passengers, were stalled in drifts between Boston and Providence, R. I., but Massachusetts state police said no trace of the vehicles could be found.

At 6 a. m. the wind had dropped to 30 miles an hour but it still was snowing heavily.

The weather bureau at Boston predicted fair and colder weather throughout the six states tonight and Friday.

Give your feet a vacation—wear Red Cross Shoes—only \$8.50 pair at I. Sole Co., 106 Grand St.—Adv.

Third Divorce In Family Of President Roosevelt

Los Angeles, Feb. 15.—(UP)—James Roosevelt, oldest son of the president, is planning to file a divorce action soon against his wife, the former Betty Cushing mutual friends told the United Press today.

According to present plans, friends said, Mrs. Roosevelt then will file a counter action and Roosevelt will drop his suit and allow her to get the decree uncontested. The grounds on which the divorce action would be based were not learned. Neither Roosevelt nor Mrs. Roosevelt, who was reported to be in New York, could be reached for comment.

The divorce, if gone through with, would be the third in the president's family of five children. Anna Roosevelt was divorced from Curtis Dall and then married John Boettiger, Washington newspaper man, and Elliott Roosevelt was divorced from Elizabeth Donner Roosevelt.

James Roosevelt, whose career has been on the upswing since 1930 when he was married a few days before graduation from Harvard now is a motion picture producer in Hollywood. His wife is the daughter of the famous brain surgeon, Dr. Harvey Williams Cushing, who died last fall. The Roosevelts have two children, Sara Delano, 9, and Kate, 4. Whether their custody had been settled in view of the reported divorce proceedings or a property arrangement made, could not be learned.

James Roosevelt, now 32, has successively been in the insurance business in Boston, one of his father's White House Secretaries, governmental coordinator and lately in the motion picture business, first associated with Samuel Goldwyn and later on his own.

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DUMB BELLS

REGISTERED U.S. PATENT OFFICE

WHAT I NEVER SOLD POPCORN BUT I DID SELL PEANUTS

12-86 Ledger Station

TREASURY BALANCE

Washington, Feb. 15.—(UP)—Government expenses and receipts for the current fiscal year through Feb. 13th, compared with a year ago:

This Year	Expenses	Last Year
\$2,742,311,429.57		\$2,591,211,405.49
\$2,432,351,429.57	Receipts	\$2,527,455,014.46
\$2,432,351,429.57	Excess Deficit	\$2,064,756,391.03
\$2,432,351,429.57	Net Deficit	\$2,064,756,391.03
\$2,432,351,429.57	Cash Balance	\$2,440,266,210.84
\$2,432,351,429.57		\$2,141,705,275.60